



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/84383698853>

Meeting ID: **843 8369 8853**

(Additional Zoom Meeting Call-In Info on Next Page)

**March 23, 2023**

**9:30 a.m. – 11:00 a.m.**

### AGENDA

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. SR 37 Sea Level Rise Adaption Project
    - ii. I-680/SR 4 I/C Reconstruction – Ph 1,2a,4 Project
  - b. Confirm Project Projects Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Consent Calendar
  - a. February 23, 2023 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: April 27, 2023

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

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64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

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## Memorandum

TO: Air Quality Conformity Task Force

DATE: March 19, 2023

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> Project Conformity Interagency Consultation

Project sponsors representing two projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	Caltrans	SR 37 Sea Level Rise Adaption Project
2	Contra Costa Transportation Authority (CCTA)	I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 Project

**2ai\_SR37\_Sea\_Level\_Rise\_Adaption\_Project\_Assessment\_Form.pdf** (for the SR 37 Sea Level Rise Adaption project)

**2aii\_I-680\_SR4\_IC\_Reconstruction-Ph1,2a,4\_Project\_Assessment\_Form.pdf** (for the I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 project)

MTC also requests the review and concurrence from the Task Force on a project which a project sponsor has identified as exempt and likely not to be a POAQC. **2b\_POAQC\_Exempt\_List\_031523.pdf** lists exempt projects under 40 CFR 93.126.

## Application of Criteria for a Project of Air Quality Concern

### Project Title: SR 37 Sea Level Rise Adaption Project

### Project Summary for Air Quality Conformity Task Force Meeting: March 23, 2023

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#### Description

- The project proposes to reduce flooding from stormwater overtopping and adapt to 2130 Sea Level Rise (SLR) on State Route (SR) 37 in Marin County from (PM 11.2 to 13.8) by constructing a causeway at an elevation of 35 feet and replacing the Novato Creek Bridge. The causeway would extend from U.S. 101 to Atherton Avenue.

#### Background

- The project is currently listed in the Group TIP (VAR170005).
- This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.
- Air quality conformity task force meeting was done on December 2, 2021. It was determined the project was exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).
- The project previously extended between US 101 (MRN 37 PM 11.4) to Atherton Undercrossing (UC) (MRN 37 PM 13.7) and Petaluma River Bridge (SON 37 PM 0.3) to 1 mi west of SR 121 (SON 37 PM 2.8) and included, approximately 5 miles of raised roadway on about a 12 to 14 foot high (NAVD88) embankment for sheltered highway or levee segments. The focus of the project was to provide interim solutions on SR-37 from US-101 to SR-121 to accommodate a 25-year storm at year 2050.
- Based on the comments received from public scope meeting conducted in November 2021 and the SR 37 Corridor Planning and Environmental Linkages (PEL) study in 2022, Caltrans updated the project's buildout SLR projection threshold from 2050 to 2130 and proposed a build alternative to align with the results of the SR 37 PEL Study.
- A project change request is being processed to update the project details.
- Seeking air quality conformity determination on or before March 23, 2023.

#### Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

##### *(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project
- Proposed project would have no effect on SR 37 AADT or truck traffic volumes

##### *(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- The proposed project will not cause an increase in the number of diesel vehicles at the intersections in the project area.

##### *(iii) New bus and rail terminals and transfer points? — Not Applicable*

##### *(iv) Expanded bus and rail terminals and transfer points? — Not Applicable*

##### *(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS).

**RTIP ID# 21-T01-006**

**TIP ID# VAR170005**

**Air Quality Conformity Task Force Consideration Date**

March 23, 2023

**Project Description**

The project proposes to reduce flooding from stormwater overtopping and adapt to 2130 Sea Level Rise (SLR) on State Route (SR) 37 in Marin County from (PM 11.2 to 13.8) by constructing a causeway at an elevation of 35 feet and replacing the Novato Creek Bridge. The causeway would extend from U.S. 101 to Atherton Avenue.

**No Build Alternative**

This alternative maintains the existing conditions.

**Build Alternatives**

The main design features of the Build Alternatives are as follows:

- The project proposes to elevate approximately 2.4 miles of SR 37 on a causeway. The project would raise the existing pavement elevation, which ranges between 3 feet to 9 feet (NAVD 88), to 35 feet (NAVD 88), and the elevated SR 37 would shift approximately 40 feet to the north of the existing alignment.
- The completed causeway would consist of four 12-foot-wide lanes, a 22-foot-wide median with a 2-foot median barrier, 10-foot-wide inside shoulders and 12-foot-wide outside shoulders, with a 14-foot-wide bicycle or pedestrian path and a total roadway width of 114 feet. There would be no change to the long-term vehicular capacity on SR 37.
- The project would be constructed in 2 phases as discussed below:
  1. Phase 1: Phase 1 extends from approximately PM 11.6 to PM 12.6 and would replace the existing Novato Creek Bridge with a new, longer bridge that would free-span Novato Creek. The existing Novato Creek Bridge (Bridge No. 27-0011 L&R) consists of two separate bridge structures (eastbound and westbound). The new bridge would be a single structure on an alignment shifted approximately 40 feet north of the existing alignment. Two temporary transition bridges on either end of the Novato Creek bridge would connect the new Novato Creek Bridge with the at-grade roadway.
  2. Phase 2: Phase 2, planned to occur 11 years after Phase 1 is completed, would remove the temporary transitional bridges installed in Phase 1 and replace them with a causeway from U.S. 101 to the new Novato Creek Bridge and from the eastern end of the new Novato Creek Bridge to the Atherton Avenue Undercrossing. The project would replace the existing Atherton Avenue undercrossing with the causeway. The causeway would end immediately east of the existing Atherton Avenue undercrossing where it would connect to the existing SR 37 roadway at an elevation of 35 feet.
- The Hanna Ranch Road, Marsh Drive, and Atherton Avenue on- and off-ramps would be reconstructed on elevated structures on the same alignment conforming to the causeway.

**Type of Project:**

SR 37 Sea Level Rise Adaption Project

**County:**  
MRN**Caltrans Projects – EA#** 4Q320  
04-MRN- PM 11.2/13.8**Lead Agency:** Caltrans**Contact Person**  
Shilpa Mareddy**Phone#**  
510-418-1794**Fax#****Email**  
Shilpa.Mareddy@dot.ca.gov**Federal Action for which Project-Level PM Conformity is Needed** (check appropriate box)

<i>Categorical Exclusion (NEPA)</i>	X	<b>EA or Draft EIS</b>	<b>FONSI or Final EI</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
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**Scheduled Date of Federal Action:** October 2023**NEPA Delegation – Project Type** (check appropriate box)

	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>
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**Current Programming Dates** (as appropriate)

	<b>PE/ENVIRONMENTAL</b>	<b>ENGINEERING</b>	<b>ROW</b>	<b>CONSTRUCTION</b>
<b>Start</b>	June 2021	Phase I - Nov 2023 Phase II - Aug 2038	Phase I - Nov 2023 Phase II - Aug 2038	Phase I - May 2027 Phase II - August 2041
<b>End</b>	October 2023	Phase I - May 2026 Phase II - Jan 2041	Phase I - May 2026 Phase II - Jan 2041	Phase I - June 2029 Phase II - October 2045

**Project Purpose and Need (Summary):**

The purpose of the Project is to build resiliency to the effects of projected 2130 SLR and stormwater overtopping onto SR 37 from PM 11.2 to PM 13.8.

Highway flooding from stormwater overtopping occurs during winter rain and high tide events causing delays and highway closures. The roadway within the Project limits is relatively low-lying, except in the immediate vicinity of U.S. 101 and Atherton Avenue undercrossing (near the Project begin and endpoints), where the roadway climbs to higher elevations. The low-lying roadway relies on levees and berms which were not originally designed to protect the road, but to reclaim the area for agricultural use.

**Surrounding Land Use/Traffic Generators**

Land uses in the vicinity of the project are primarily agricultural, recreational, and conservation focused. This corridor links job markets and housing within Marin, Sonoma, Napa, and Solano Counties. It also provides access to popular destinations such as the Golden Gate National Recreation Area in Marin County, Sonoma Raceway, the Napa and Sonoma wine regions, and the North Coast. Its commuting, freight movement, and recreational functions require efficient traffic management on both weekdays and weekends.

**Brief summary of assumptions and methodology used for conducting analysis**

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2021, 2029, 2045, 2049 and 2065. The year 2050 AADT was calculated using interpolation between year 2029 and 2065 AADT values.

Four analysis years were evaluated:

- Year 2021 represents the existing conditions
- Year 2029 represents the possible opening year for Phase I of the project.
- Year 2045 represents the possible opening year for Phase II of the project.
- Year 2050 represents the planning horizon for the project.
- Year 2065 represents the possible design year for Phase II of the project.

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

The project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing Year Build/No-Build (2021)		
	AADT	TRUCKS	
		%	#
SR 37 @ PM 11.2/13.8	42,000	3.68%	1,550

Roadway Segment	Opening Year (Phase I) Build/No-Build (2029)		
	AADT	TRUCKS	
		%	#
SR 37 @ PM 11.2/13.8	45,000	3.68%	1,660

Roadway Segment	Opening Year (Phase II) Build/No-Build (2045)		
	AADT	TRUCKS	
		%	#
SR 37 @ PM 11.2/13.8	50,800	3.68%	1,870

**RTP Horizon / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Roadway Segment	Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
SR 37 @ PM 11.2/13.8	52,700	3.68%	1,940

Roadway Segment	Design Year (Phase II) Build/No-Build (2065)		
	AADT	TRUCKS	
		%	#
SR 37 @ PM 11.2/13.8	58,200	3.68%	2,145

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Roadway Segment	Existing Year Build/No-Build (2021)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	11,600	3.68%	430
SR 37 at Atherton Ave Ramps	1,800	3.68%	70

Roadway Segment	Opening Year (Phase I) Build/No-Build (2029)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	12,500	3.68%	460
SR 37 at Atherton Ave Ramps	2,000	3.68%	75

Roadway Segment	Opening Year (Phase II) Build/No-Build (2045)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	14,500	3.68%	535
SR 37 at Atherton Ave Ramps	2,300	3.68%	85

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Roadway Segment	Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	15,125	3.68%	560
SR 37 at Atherton Ave Ramps	2,410	3.68%	90

Roadway Segment	Design Year (Phase II) Build/No-Build (2065)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	17,000	3.68%	630
SR 37 at Atherton Ave Ramps	2,700	3.68%	100

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

Not applicable

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

Not applicable



**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**

The proposed project would not create new traffic. The project is proposed to address stormwater overtopping and SLR that occurs on SR 37.

**Comments/Explanation/Details (please be brief)**

The proposed project is in a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

*The traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged.*

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

*The traffic data for the project shows the volumes of diesel vehicles at the intersection will remain same with or without the project.*

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

*Not applicable - No bus or rail terminals are affected by the project.*

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

*Not applicable - No bus or rail terminals are affected by the project.*

5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

*Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.*

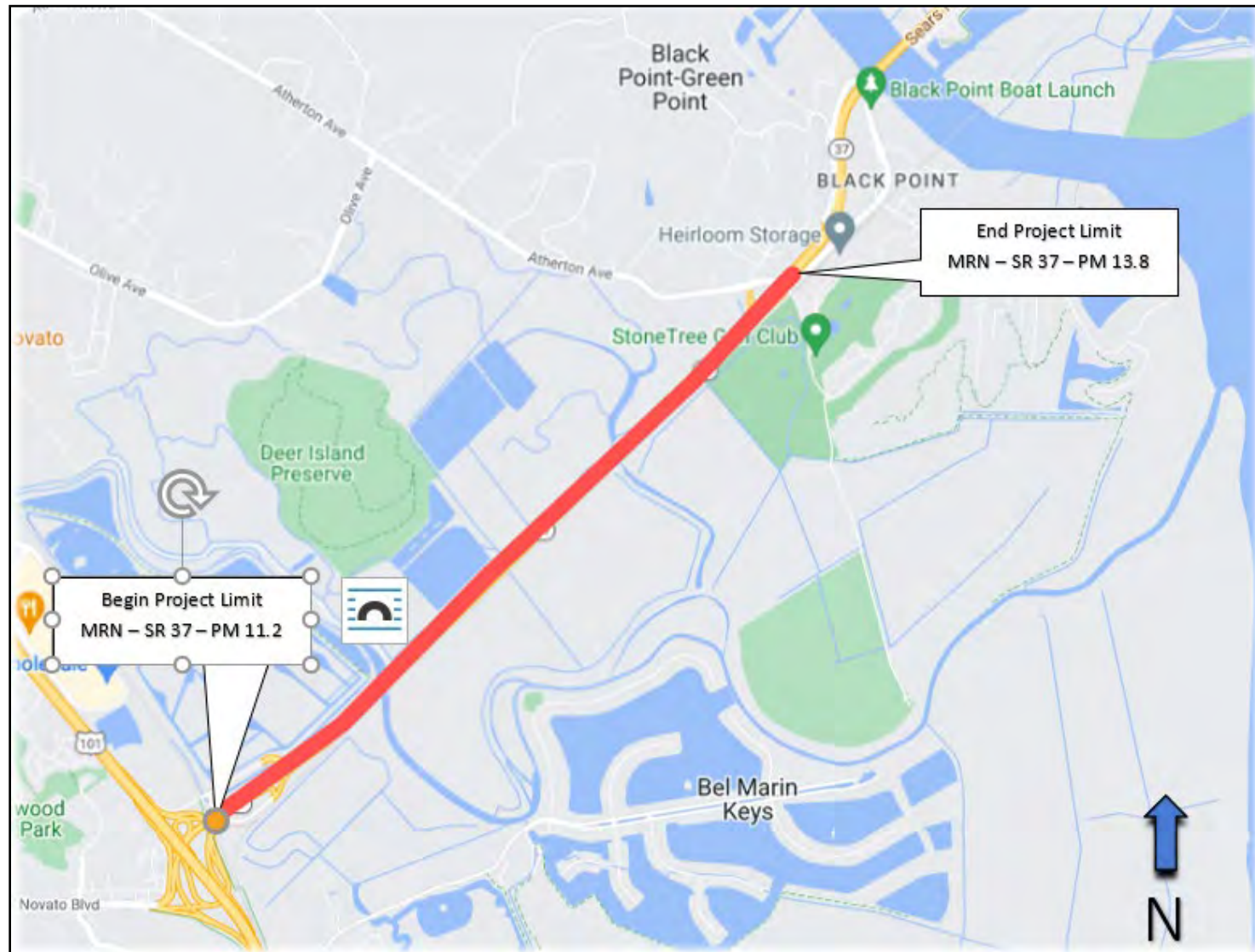
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM<sub>2.5</sub> violation

### **List of Attachments**

1. Attachment A - Location Map
2. Attachment B – Build Alternative

# ATTACHMENT A

## Project Location

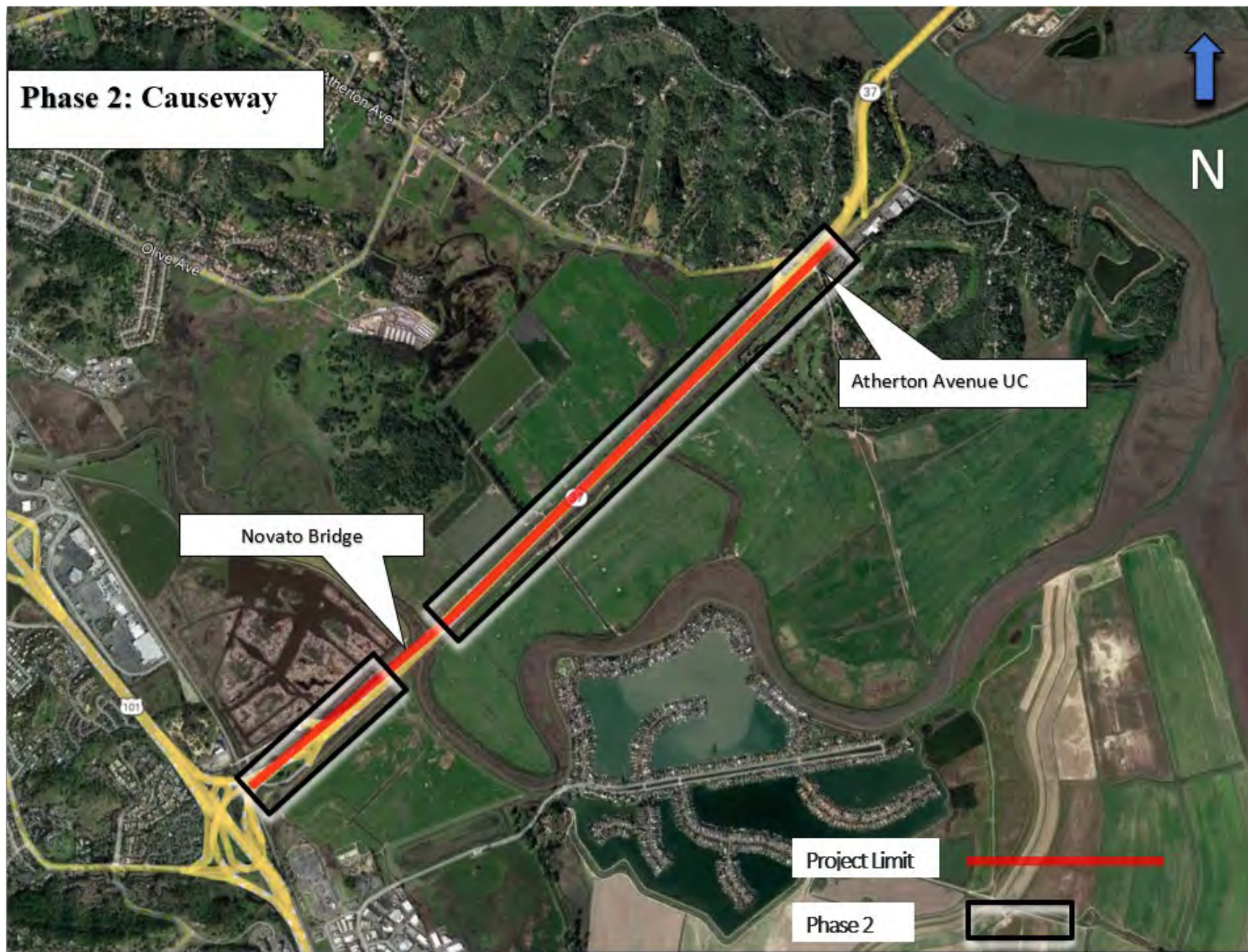


## **ATTACHMENT B - Build Alternative**











# SR 37 Interim Flood Reduction Project

**Air Quality Conformity Task Force Meeting on March 23, 2023**

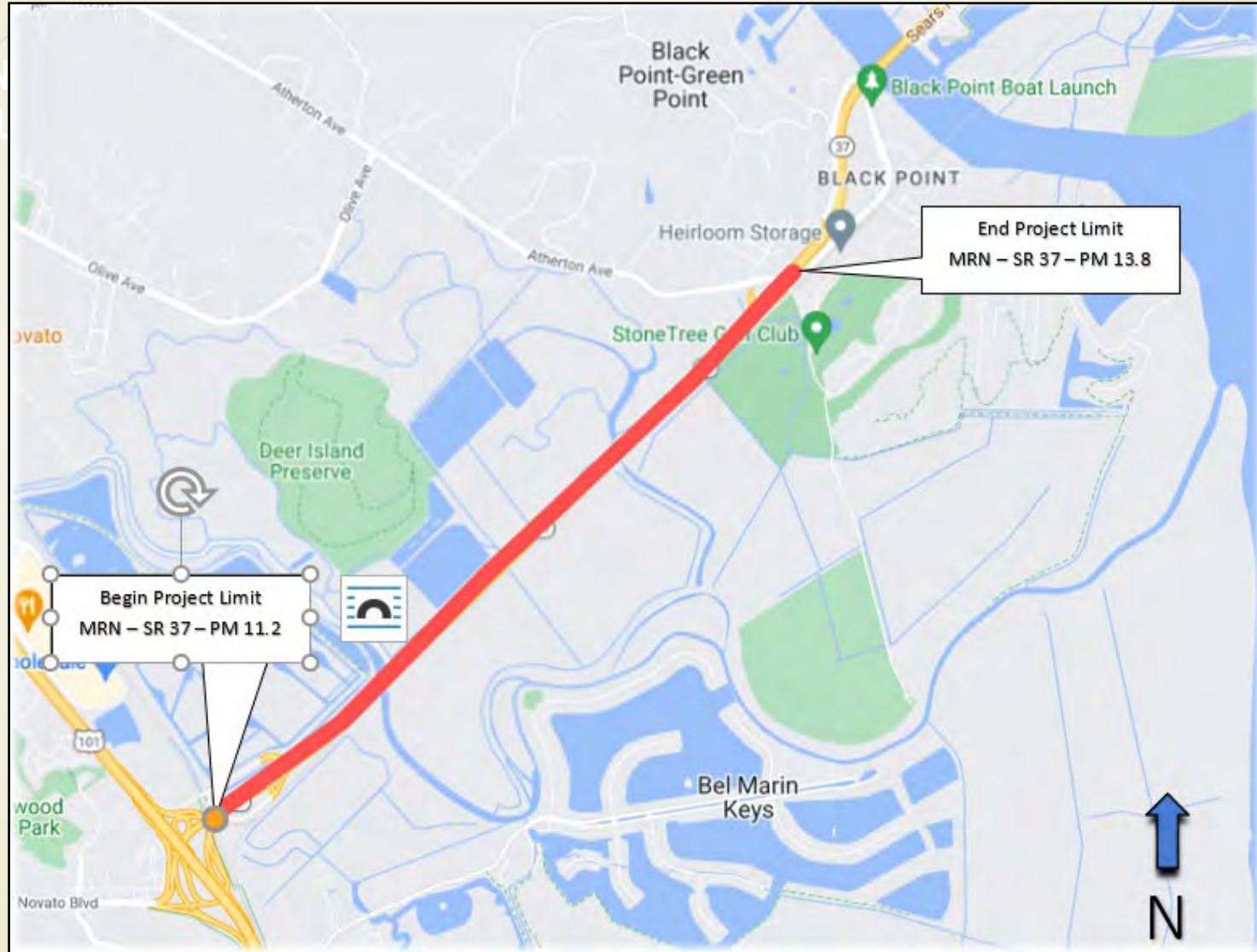
**MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105**

**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4**

**111 Grand Avenue, Oakland, CA 94612**

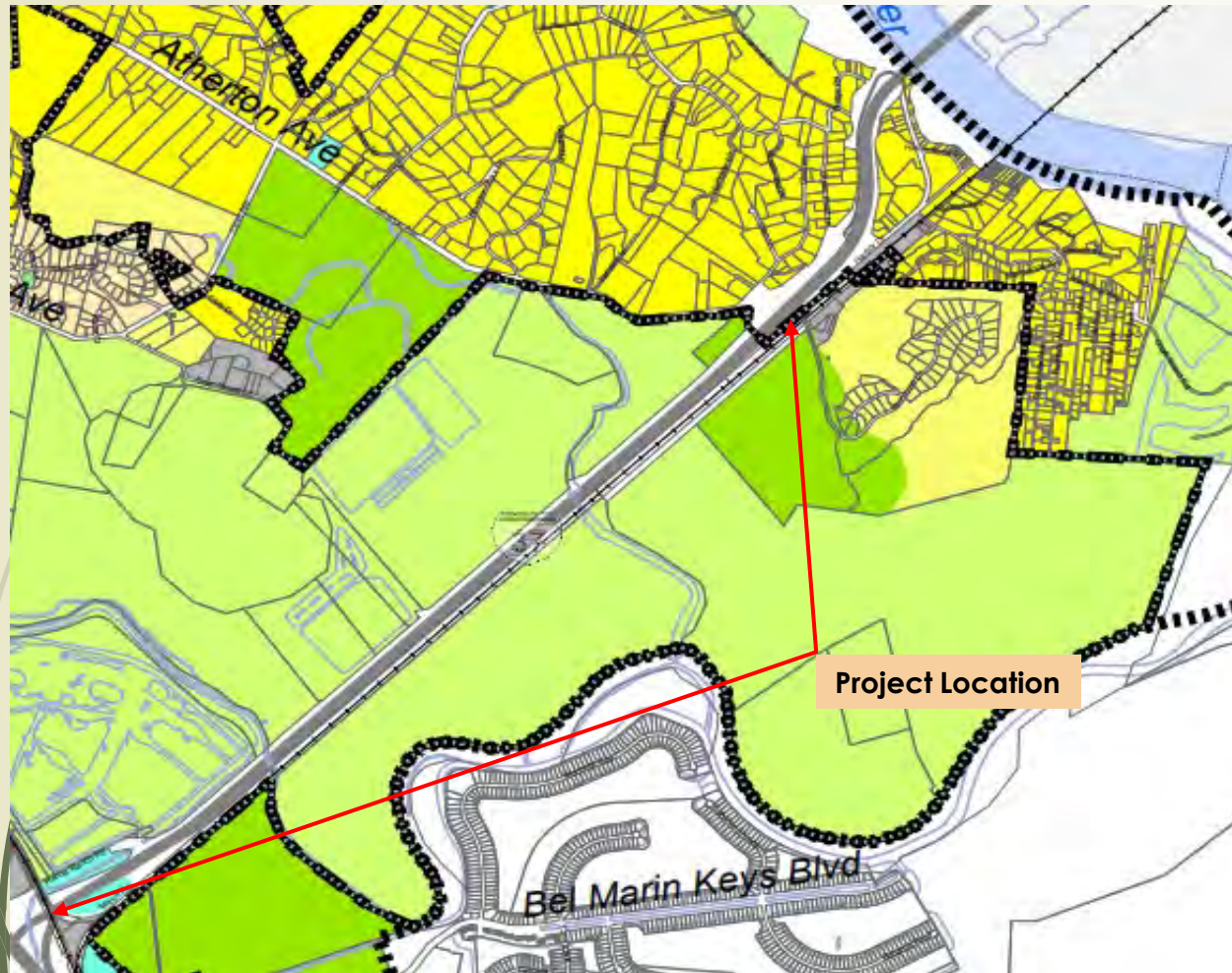


# PROJECT LOCATION





# PRIMARY LAND USE



Surrounding land use is residential, open space and conservation focused.

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Light Industrial/Office
- Open Space
- Conservation
- Community Facilities, Public Utilities and Civic Uses

Source: City of Novato General Plan Land Use Element

# BACKGROUND

- ▶ The project is currently listed in the Group TIP (VAR170005).
- ▶ This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.
- ▶ Air quality conformity task force meeting was done on December 2, 2021. It was determined the project was exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).
- ▶ The project previously extended between US 101 (MRN 37 PM 11.4) to Atherton Undercrossing (UC) (MRN 37 PM 13.7) and Petaluma River Bridge (SON 37 PM 0.3) to 1 mi west of SR 121 (SON 37 PM 2.8) and included, approximately 5 miles of raised roadway on about a 12 to 14 foot high (NAVD88) embankment for sheltered highway or levee segments. The focus of the project was to provide interim solutions on SR-37 from US-101 to SR-121 to accommodate a 25-year storm at year 2050.
- ▶ Based on the comments received from public scope meeting conducted in November 2021 and the SR 37 Corridor Planning and Environmental Linkages (PEL) study in 2022, Caltrans updated the project's buildout SLR projection threshold from 2050 to 2130 and proposed a build alternative to align with the results of the SR 37 PEL Study.
- ▶ A project change request is being processed to update the project details.
- ▶ Seeking air quality conformity determination on or before March 23, 2023.

# PURPOSE AND NEED

**Purpose:** The purpose of the Project is to build resiliency to the effects of projected 2130 SLR and stormwater overtopping onto SR 37 from PM 11.2 to PM 13.8.

**Need:** Highway flooding from stormwater overtopping occurs during winter rain and high tide events causing delays and highway closures. The roadway within the Project limits is relatively low-lying, except in the immediate vicinity of U.S. 101 and Atherton Avenue undercrossing (near the Project begin and endpoints), where the roadway climbs to higher elevations. The low-lying roadway relies on levees and berms which were not originally designed to protect the road, but to reclaim the area for agricultural use.



# PROJECT DESCRIPTION

- The main design features of the Build Alternative are as follows:
  - ❖ The project proposes to elevate approximately 2.4 miles of SR 37 on a causeway. The project would raise the existing pavement elevation, which ranges between 3 feet to 9 feet (NAVD 88), to 35 feet (NAVD 88), and the elevated SR 37 would shift approximately 40 feet to the north of the existing alignment.
  - ❖ The completed causeway would consist of four 12-foot-wide lanes, a 22-foot-wide median with a 2-foot median barrier, 10-foot-wide inside shoulders and 12-foot-wide outside shoulders, with a 14-foot-wide bicycle or pedestrian path and a total roadway width of 114 feet. There would be no change to the long-term vehicular capacity on SR 37.
  - ❖ The project would be constructed in 2 phases as discussed below:
    - ❖ Phase 1: Extends from approximately PM 11.6 to PM 12.6 and would replace the existing Novato Creek Bridge with a new, longer bridge that would free-span Novato Creek. The existing Novato Creek Bridge (Bridge No. 27-0011 L&R) consists of two separate bridge structures (eastbound and westbound). The new bridge would be a single structure on an alignment shifted approximately 40 feet north of the existing alignment. Two temporary transition bridges on either end of the Novato Creek bridge would connect the new Novato Creek Bridge with the at-grade roadway.
    - ❖ Phase 2: Phase 2, planned to occur 11 years after Phase 1 is completed, would remove the temporary transitional bridges installed in Phase 1 and replace them with a causeway from U.S. 101 to the new Novato Creek Bridge and from the eastern end of the new Novato Creek Bridge to the Atherton Avenue Undercrossing. The project would replace the existing Atherton Avenue undercrossing with the causeway. The causeway would end immediately east of the existing Atherton Avenue undercrossing where it would connect to the existing SR 37 roadway at an elevation of 35 feet.
  - ❖ Reconstruct Hanna Ranch Rd, Marsh Drive and Atherton Avenue EB and WB on- and off-ramps to confirm to the cause way.





## Phase 2: Causeway



# SUMMARY OF FORECASTED AADT (Phase I)

Roadway Segment	Existing Year (2021)			Opening Year Build/No-Build (2029)			Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#
SR 37 between PM 11.2/13.8	42,000	3.68%	1,550	45,000	3.68%	1,660	52,700	3.68%	1,940
SR 37 at 101 Ramps	11,600	3.68%	430	12,500	3.68%	460	15,125	3.68%	560
SR 37 at Atherton Ave Ramps	1,800	3.68%	70	2,000	3.68%	75	2,410	3.68%	90

# SUMMARY OF FORECASTED AADT (Phase II)

Roadway Segment	Existing Year (2021)			Opening Year Build/No-Build (2045)			Horizon Year Build/No-Build (2050)			Design Year Build/No-Build (2065)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#		%	#
SR 37 between PM 11.2/13.8	42,000	3.68%	1,550	50,800	3.68%	1,870	52,700	3.68%	1,940	58,200	3.68%	2,145
SR 37 at 101 Ramps	11,600	3.68%	430	14,500	3.68%	535	15,125	3.68%	560	17,000	3.68%	630
SR 37 at Atherton Ave Ramps	1,800	3.68%	70	2,300	3.68%	85	2,410	3.68%	90	2,700	3.68%	100



# PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
<b>Start</b>	June 2021	Phase I - Nov 2023 Phase II – Aug 2038	Phase I - Nov 2023 Phase II – Aug 2038	Phase I - May 2027 Phase II – Aug 2041
<b>End</b>	June 2023	Phase I – May 2026 Phase II – Jan 2041	Phase I - May 2026 Phase II – Jan 2041	Phase I – June 2029 Phase II – Oct 2045

# CONCLUSIONS

- ▶ The SR 37 Sea Level Rise Adaption Project would address stormwater overtopping and Sea Level Rise.
- ▶ The truck volumes along SR 37 are below 8% and less than 10,000.
- ▶ The project does not increase capacity or percentage of trucks in the area.
- ▶ This project should be considered exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).

## QUESTIONS?

## **Application of Criteria for a Project of Air Quality Concern**

**Project Title: I-680/State Route 4 Interchange Reconstruction Project - Phases 1, 2A, & 4**

**Project Summary for Air Quality Conformity Task Force Meeting: March 23, 2023**

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### **Description**

The Contra Costa Transportation Authority (CCTA) and the California Department of Transportation (Caltrans) propose to construct Phases 1, 2A and 4 of the Interstate 680 (I-680) / State Route 4 (SR 4) Interchange Project in Contra Costa County to improve specific safety and operations deficiencies associated with the existing facility. The proposed project would improve operational efficiency of the I-680/SR 4 Interchange and reduce traffic congestion and delays by making several modifications to the interchange ramps and adjacent roadways. It would not impact the capacity of either I-680 or SR 4. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The modifications include:

- Constructing a new direct-connector flyover from northbound I-680 to westbound SR 4 and removing the existing loop ramp.
- Constructing a slip ramp from NB I-680 to Pacheco Boulevard
- Constructing a new direct connector ramp from southbound I-680 to eastbound SR 4 and removing the existing loop ramp
- Relocating the Blum Road/Pacheco Blvd. intersection
- Realigning the entrance of the existing ramp from southbound I-680 to westbound SR 4
- -Constructing additional auxiliary lanes, widening existing ramps, and installing ramp metering facilities and enforcement areas.

### **Background**

The existing cloverleaf configuration of the interchange is a capacity constraint to both I-680 and SR 4. The existing loop ramps have a tight radius limiting travel speed, creating congestion during peak travel times. In addition, the auxiliary lane between the on-ramps and off-ramps in each direction is relatively short, limiting the merging and weaving distance causing backups that extend onto the freeway ramps during peak periods. Traffic on the interchange ramps back-up, contributing to congestion on the freeway mainlines and is the primary cause of congestion within the interchange on I-680 and SR 4 mainlines. Another operational deficiency on SR 4 is the close spacing of the Pacheco Boulevard ramps, which are just to the west of the I-680 ramps. Thus, within a short distance along SR 4, drivers must contend with congestion and merging actions at the I-680 loop ramps, the I-680 diagonal ramps, and the Pacheco Boulevard hook ramps.

This project would improve operational efficiency of the I-680/SR 4 Interchange and reduce traffic congestion and delays, improve safety by eliminating short weaving and merging sections, provide direct local access between I-680 and Pacheco Boulevard. It would also accommodate existing and planned growth in travel demand along I-680 and SR 4 within mainline segments adjacent to the interchange. The current interchange configuration results in substantial congestion, creating travel delays and safety issues.

An Initial Study-Negative Declaration (CEQA)/Environmental Assessment (NEPA) was prepared in accordance with federal and state environmental regulations and guidelines and Caltrans environmental procedures. The final environmental document, and a Finding of No Significant Impact (FONSI) under NEPA, was approved in November 2008. The current design of Phases 1, 2A and 4 of the Interstate 680 (I-680) / State Route 4 (SR 4) Interchange Project are consistent with the project design approved by Caltrans in 2009.

## **Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))**

### *(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project
- Interchange reconfiguration —no additional lanes on I-680 or SR4
- No change in traffic volume or truck percentages on either I680 or SR4

### *(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- The intersection of Pacheco Blvd. at Blum Rd. currently operates at a LOS of B in the AM and PM peak hours.
- Pacheco Blvd. at Blum Rd. is not forecast to be at LOS D,E, or F given future No Build conditions.
- Intersections LOS would improve as a result of the project, and delays on I-680 and SR 4 would decrease.
- No project changes to land use that would affect diesel traffic percentage.

### *(iii) New bus and rail terminals and transfer points?—Not Applicable*

### *(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

### *(v) Affects areas identified in $PM_{10}$ or $PM_{2.5}$ implementation plan as site of violation?*

- Project area has not been identified in the SIP as an area of potential violation.
- Project is included in conforming RTP (*Plan Bay Area 2050*) and TIP (MTC's 2023 TIP).
- Project does not impact any transportation control measures.

<b>RTIP ID# 21-T06-013 (Plan Bay Area 2050)</b>				
<b>TIP ID# (CC-010023)</b>				
<b>Air Quality Conformity Task Force Consideration Date</b> March 23, 2023				
<b>Project Description (clearly describe project)</b> The proposed project would improve operational efficiency of the I-680/SR 4 Interchange and reduce traffic congestion and delays by making several modifications to the interchange ramps and adjacent roadways. The modifications include constructing a new direct-connector flyover from northbound I-680 to westbound SR 4 and removing the existing loop ramp, constructing a new direct connector ramp from southbound I-680 to eastbound SR 4 and removing the existing loop ramp, relocating the Blum Road/Pacheco Blvd. intersection, removing the local road parallel to southbound I-680, realigning the entrance of the existing loop ramp from westbound SR 4 to southbound I-680, constructing additional auxiliary lanes, widening existing ramps, and installing ramp metering facilities and enforcement areas.				
<b>Type of Project:</b> Roadway- Interchange Improvements				
<b>County</b>	<i>Narrative Location/Route &amp; Postmiles</i> Narrative Location/Route & Postmiles  The project limits on I-680 are postmile (PM) 20.2 – 22.2 and the limits for State Route (SR) 4 are PM R10.5 to R15.1. The project is located at the interchange between I-680 and SR-4.  Caltrans Projects – EA# 229100			
<b>Lead Agency:</b> Contra Costa Transportation Authority (CCTA)				
Contact Person Ivan Ramirez	Phone# 925.256.4737	Fax# N/A	Email iramirez@ccta.net	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<i>Categorical Exclusion (NEPA)</i>	X <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> TBD				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>	
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2015	2015	2020	2025
<b>End</b>	2023	2023	2026	2027

**Project Purpose and Need (Summary):** *(please be brief)*

**Purpose**

The purpose of the proposed project is to:

- Improve operational efficiency of the I-680/SR 4 Interchange and reduce traffic congestion and delays.
- Improve safety by eliminating short weaving and merging sections.
- Provide direct local access between I-680 and Pacheco Boulevard.
- Accommodate existing and planned growth in travel demand along I-680 and SR 4 within mainline segments adjacent to the interchange.

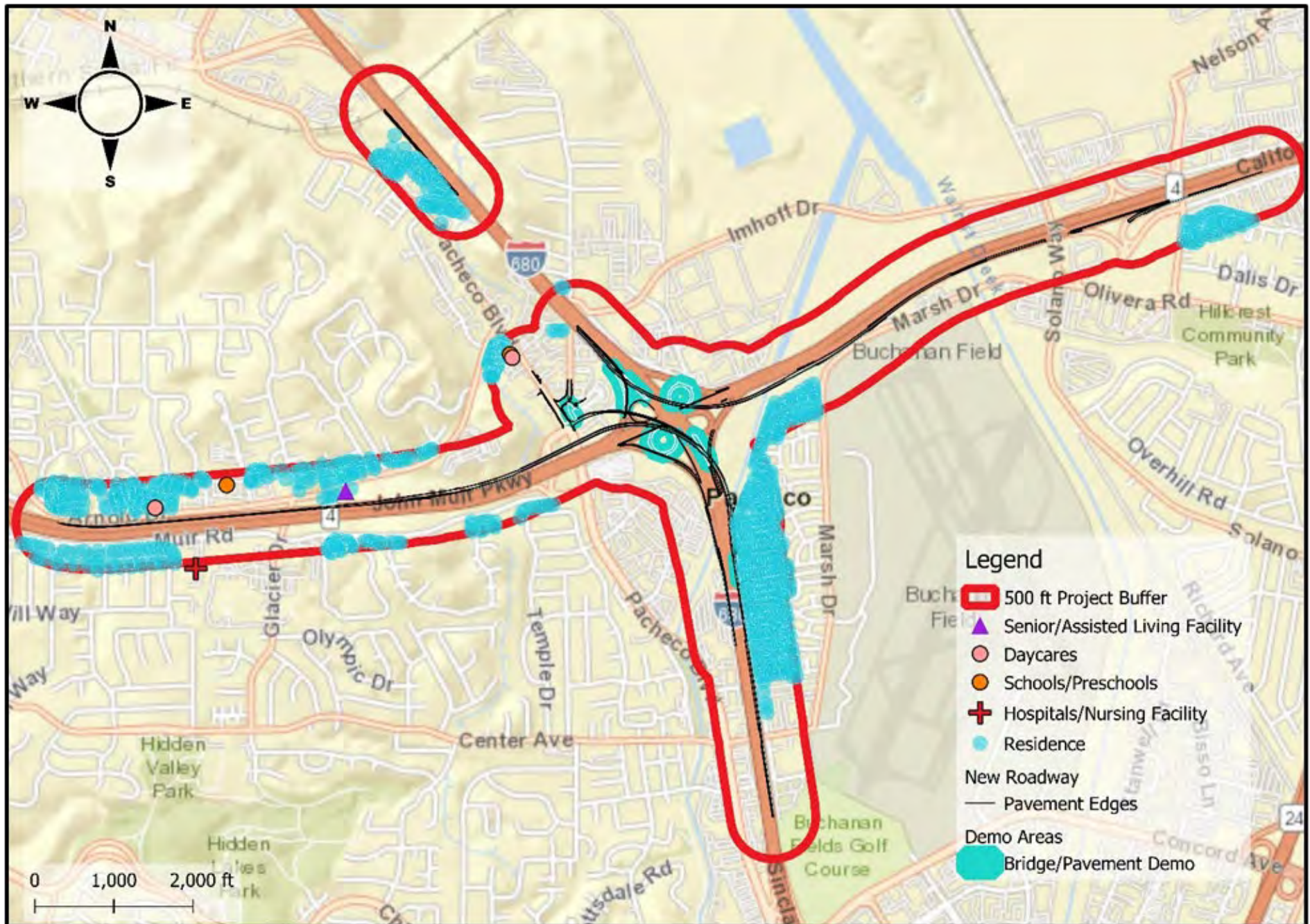
**Need**

The project is needed adequately accommodate current and future traffic volumes. The current interchange configuration results in substantial congestion, creating travel delays and safety issues.

The existing cloverleaf configuration of the interchange is a capacity constraint to both I-680 and SR 4. The existing loop ramps have a tight radius limiting travel speed, creating congestion during peak travel times. In addition, the auxiliary lane between the on-ramps and off-ramps in each direction is relatively short, limiting the merging and weaving distance causing backups that extend onto the freeway ramps during peak periods. Traffic on the interchange ramps back-up, contributing to congestion on the freeway mainlines and is the primary cause of congestion within the interchange on I-680 and SR 4 mainlines.

Another operational deficiency on SR 4 is the close spacing of the Pacheco Boulevard ramps, which are just to the west of the I-680 ramps. Thus, within a short distance along SR 4, drivers must contend with congestion and merging actions at the I-680 loop ramps, the I-680 diagonal ramps, and the Pacheco Boulevard hook ramps.





**Brief summary of assumptions and methodology used for conducting analysis**

Fehr & Peers provided AADT traffic forecasts for the study area given existing/baseline conditions (2019) and future year conditions (2030 and 2050). The area used to evaluate changes in AADT includes approximately 5-mile radius, centered on the project area. Because the CCTA travel demand model is not sensitive enough to discern changes to interchange configurations, the AADT forecasts for the No-Build and Build Alternatives are the same.

Existing truck percentages were obtained from Caltrans truck traffic census data. The project would not change the percentages of trucks in the project area.

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

See table below.

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

See table below.



**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Segments		2030 No Build AADT			2030 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
I-680 Mainline Northbound	Between Concord Ave. and SR-4 Off-ramp	85,330	2,304	2.7	85,330	2,304	2.7
	Between SR-4 Off-ramp and SR-4 On-ramp	54,480	2,615	4.8	54,480	2,615	4.8
	Between SR-4 On-ramp and Pacheco Blvd.	76,460	3,670	4.8	76,460	3,670	4.8
	North of Pacheco Blvd.	67,130	4,565	6.8	67,130	4,565	6.8
I-680 Mainline Southbound	Between Contra Costa Blvd. and SR-4 Off-Ramps	93,180	2,516	2.7	93,180	2,516	2.7
	Between SR-4 Off-ramp and SR-4 On-ramp	65,740	3,156	4.8	65,740	3,156	4.8
	Between SR-4 On-ramp and Pacheco Blvd.	83,740	4,020	4.8	83,740	4,020	4.8
	North of Pacheco Blvd.	72,750	4,947	6.8	72,750	4,947	6.8
SR 4 Mainline Eastbound	Between Muir Road and I-680 SB Off-ramp	50,710	2,434	4.8	50,710	2,434	4.8
	Between I-680 SB Off-ramp and I-680 SB On-ramp	29,500	1,475	5.0	29,500	1,475	5.0
	Between I-680 SB On-ramp and I-680 NB Off-ramp	41,660	2,083	5.0	41,660	2,083	5.0
	Between I-680 NB Off-ramp and I-680 NB On-ramp	38,580	1,929	5.0	38,580	1,929	5.0
	Between I-680 NB On-ramp and Arnold Industrial Place Off-ramp	47,550	2,425	5.1	47,550	2,425	5.1
	Between Arnold Industrial Place Off- and On- ramps	39,500	2,015	5.1	39,500	2,015	5.1
	East of Arnold Industrial Place Off- and On- ramps	45,470	2,319	5.1	45,470	2,319	5.1
SR 4 Mainline Westbound	Between Pacheco Boulevard to Morello Avenue	51,570	1,960	3.8	51,570	1,960	3.8
	Between Pacheco Boulevard Off-and On-ramps	47,010	1,786	3.8	47,010	1,786	3.8
	Between Pacheco Boulevard Off-ramp and I-680 SB On-ramp	56,940	2,164	3.8	56,940	2,164	3.8
	Between I-680 SB Off-ramp and I-680 SB On-ramp	51,100	2,453	4.8	51,100	2,453	4.8
	Between I-680 NB On-ramp and I-680 SB Off-ramp	57,330	2,867	5.0	57,330	2,867	5.0
	Between I-680 NB Off-ramp and I-680 NB On-ramp	35,450	1,773	5.0	35,450	1,773	5.0
	West of Arnold Industrial Place Off- and On- ramps	54,350	2,772	5.1	54,350	2,772	5.1
Ramps	<b>I-680 NB Off</b> to EB SR 4	30,850	1,573	5.1	30,850	1,573	5.1
	<b>SR 4 WB On</b> from I-680 NB	21,980	1,495	6.8	21,980	1,495	6.8
	<b>I-680 NB Off</b> to Pacheco Blvd.	9,330	448	4.8	9,330	448	4.8
	<b>I-680 SB Off</b> to WB SR 4	18,000	684	3.8	18,000	684	3.8

Segments		2030 No Build AADT			2030 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
	<b>SR 4 EB On</b> from I-680 SB	27,440	741	2.7	27,440	741	2.7
	<b>I-680 SB On</b> from Pacheco Blvd.	10,990	747	6.8	10,990	747	6.8
	<b>SR 4 EB Off</b> to SB I-680	21,210	1,018	4.8	21,210	1,018	4.8
	<b>I-680 SB Loop On</b> from EB SR 4	12,160	584	4.8	12,160	584	4.8
	<b>SR 4 EB Loop Off</b> to NB I-680	3,080	148	4.8	3,080	148	4.8
	<b>SR 4 EB On</b> from NB I-680	8,970	242	2.7	8,970	242	2.7
	<b>SR 4 EB Off</b> to Arnold Industrial Place	8,050	411	5.1	8,050	411	5.1
	<b>SR 4 EB On</b> from Arnold Industrial Place	5,970	304	5.1	5,970	304	5.1
	<b>SR 4 WB Off</b> to NB I-680	18,900	1,285	6.8	18,900	1,285	6.8
	<b>SR 4 WB Loop On</b> from NB I-680	21,880	591	2.7	21,880	591	2.7
	<b>SR 4 WB Loop Off</b> to SB I-680	6,230	237	3.8	6,230	237	3.8
	<b>SR 4 WB On</b> from I-680 SB	5,840	397	6.8	5,840	397	6.8
	<b>SR 4 WB Off</b> to Pacheco Blvd.	9,930	506	5.1	9,930	506	5.1
	<b>SR 4 WB On</b> from Pacheco Blvd.	4,560	173	3.8	4,560	173	3.8
<b>Intersection LOS</b>		<b>AM</b>			<b>PM</b>		
Pacheco Blvd. at Blum Rd.							

**RTP Horizon Year / Design Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Segments		2050 No Build AADT			2050 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
I-680 Mainline Northbound	Between Concord Ave. and SR-4 Off-ramp	107,820	2,911	2.7	107,820	2,911	2.7
	Between SR-4 Off-ramp and SR-4 On-ramp	67,600	3,245	4.8	67,600	3,245	4.8
	Between SR-4 On-ramp and Pacheco Blvd.	94,300	4,526	4.8	94,300	4,526	4.8
	North of Pacheco Blvd.	84,000	5,712	6.8	84,000	5,712	6.8
I-680 Mainline Southbound	Between Contra Costa Blvd. and SR-4 Off-Ramps	113,140	3,055	2.7	113,140	3,055	2.7
	Between SR-4 Off-ramp and SR-4 On-ramp	80,900	3,883	4.8	80,900	3,883	4.8
	Between SR-4 On-ramp and Pacheco Blvd.	102,950	4,942	4.8	102,950	4,942	4.8
	North of Pacheco Blvd.	90,880	6,180	6.8	90,880	6,180	6.8
SR 4 Mainline Eastbound	Between Muir Road and I-680 SB Off-ramp	62,350	2,993	4.8	62,350	2,993	4.8
	Between I-680 SB Off-ramp and I-680 SB On-ramp	37,580	1,879	5.0	37,580	1,879	5.0
	Between I-680 SB On-ramp and I-680 NB Off-ramp	53,170	2,659	5.0	53,170	2,659	5.0
	Between I-680 NB Off-ramp and I-680 NB On-ramp	48,790	2,440	5.0	48,790	2,440	5.0
	Between I-680 NB On-ramp and Arnold Industrial Place Off-ramp	62,740	3,200	5.1	62,740	3,200	5.1
	Between Arnold Industrial Place Off- and On- ramps	53,040	2,705	5.1	53,040	2,705	5.1
	East of Arnold Industrial Place Off- and On- ramps	59,700	3,045	5.1	59,700	3,045	5.1
SR 4 Mainline Westbound	Between Pacheco Boulevard to Morello Avenue	64,230	2,441	3.8	64,230	2,441	3.8
	Between Pacheco Boulevard Off-and On-ramps	58,840	2,236	3.8	58,840	2,236	3.8
	Between Pacheco Boulevard Off-ramp and I-680 SB On-ramp	70,380	2,674	3.8	70,380	2,674	3.8
	Between I-680 SB Off-ramp and I-680 SB On-ramp	63,920	3,068	4.8	63,920	3,068	4.8
	Between I-680 NB On-ramp and I-680 SB Off-ramp	71,390	3,570	5.0	71,390	3,570	5.0
	Between I-680 NB Off-ramp and I-680 NB On-ramp	45,120	2,256	5.0	45,120	2,256	5.0
	West of Arnold Industrial Place Off- and On- ramps	67,440	3,439	5.1	67,440	3,439	5.1
Ramps	<b>I-680 NB Off</b> to EB SR 4	40,220	2,051	5.1	40,220	2,051	5.1
	<b>SR 4 WB On</b> from I-680 NB	26,700	1,816	6.8	26,700	1,816	6.8
	<b>I-680 NB Off</b> to Pacheco Blvd.	10,300	494	4.8	10,300	494	4.8
	<b>I-680 SB Off</b> to WB SR 4	22,050	838	3.8	22,050	838	3.8

Segments		2050 No Build AADT			2050 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
	<b>SR 4 EB On</b> from I-680 SB	32,240	870	2.7	32,240	870	2.7
	<b>I-680 SB On</b> from Pacheco Blvd.	12,070	821	6.8	12,070	821	6.8
	<b>SR 4 EB Off</b> to SB I-680	24,770	1,189	4.8	24,770	1,189	4.8
	<b>I-680 SB Loop On</b> from EB SR 4	15,590	748	4.8	15,590	748	4.8
	<b>SR 4 EB Loop Off</b> to NB I-680	4,380	210	4.8	4,380	210	4.8
	<b>SR 4 EB On</b> from NB I-680	13,950	377	2.7	13,950	377	2.7
	<b>SR 4 EB Off</b> to Arnold Industrial Place	9,700	495	5.1	9,700	495	5.1
	<b>SR 4 EB On</b> from Arnold Industrial Place	6,660	340	5.1	6,660	340	5.1
	<b>SR 4 WB Off</b> to NB I-680	22,320	1,518	6.8	22,320	1,518	6.8
	<b>SR 4 WB Loop On</b> from NB I-680	26,270	709	2.7	26,270	709	2.7
	<b>SR 4 WB Loop Off</b> to SB I-680	7,470	284	3.8	7,470	284	3.8
	<b>SR 4 WB On</b> from I-680 SB	6,460	439	6.8	6,460	439	6.8
	<b>SR 4 WB Off</b> to Pacheco Blvd.	11,540	589	5.1	11,540	589	5.1
	<b>SR 4 WB On</b> from Pacheco Blvd.	5,390	205	3.8	5,390	205	3.8
<b>Intersection LOS</b>		<b>AM</b>			<b>PM</b>		
Pacheco Blvd. at Blum Rd.							

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

NA

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

NA

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

The Project Build Alternative would construct Phases 1, 2A and 4 of the I-680/SR 4 Interchange Project to improve specific safety and operations deficiencies associated with the existing interchange by making several modifications to the interchange ramps and adjacent roadways. The project would not result in a regional redistribution of traffic or VMT.

**Comments/Explanation/Details (please be brief)**

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The project will not result in a significant number or significant increase in diesel vehicles in the area.
- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.



# I-680 / SR 4 Interchange (Phases, 2A and 4)

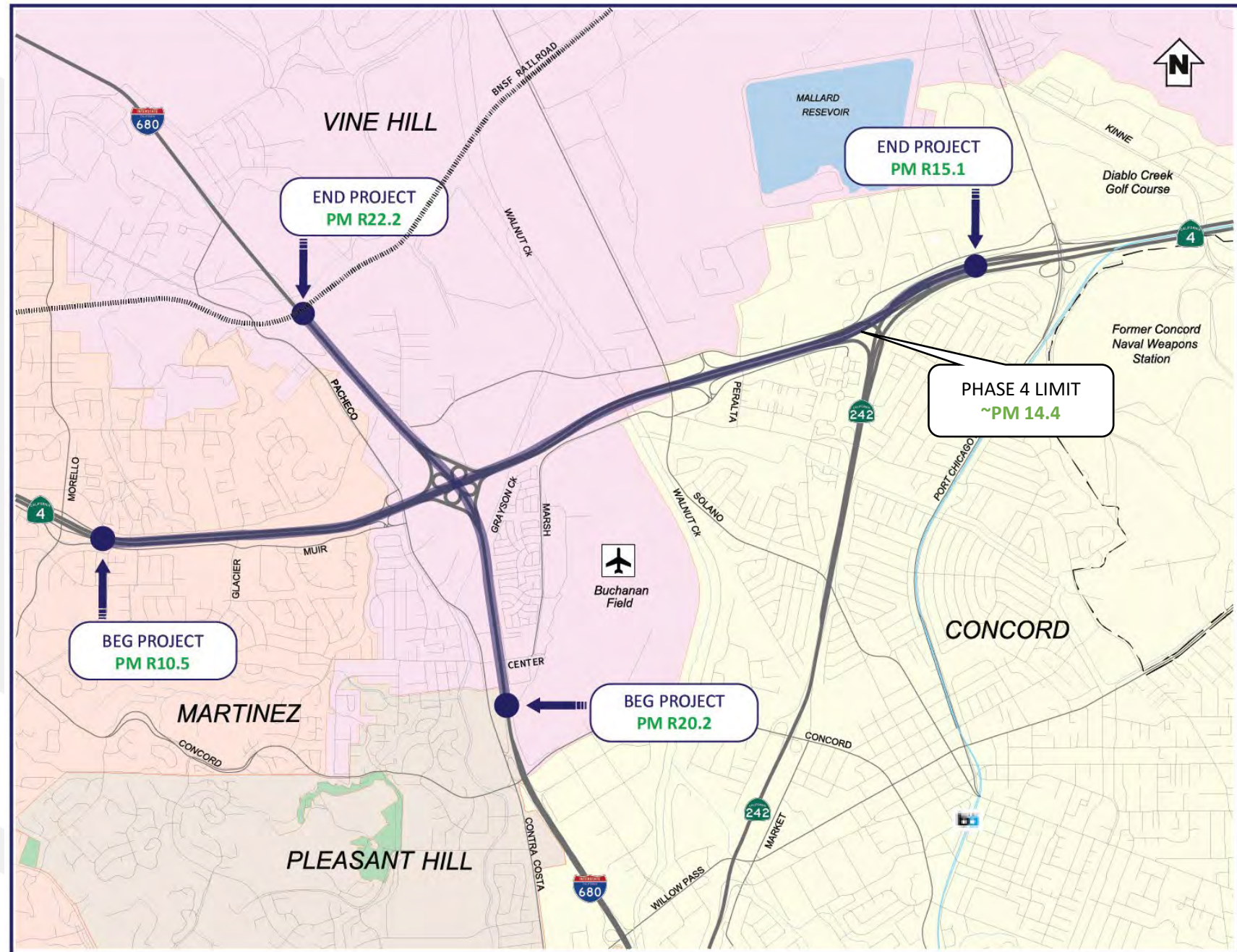
Meeting: Air Quality Conformity Task Force – March 23, 2023





# Project Limits

- I-680 – south of Center Ave to south of BNSF Railroad OH (~2 miles)
- SR 4 – Morello Ave to SR 242 (~4 miles)



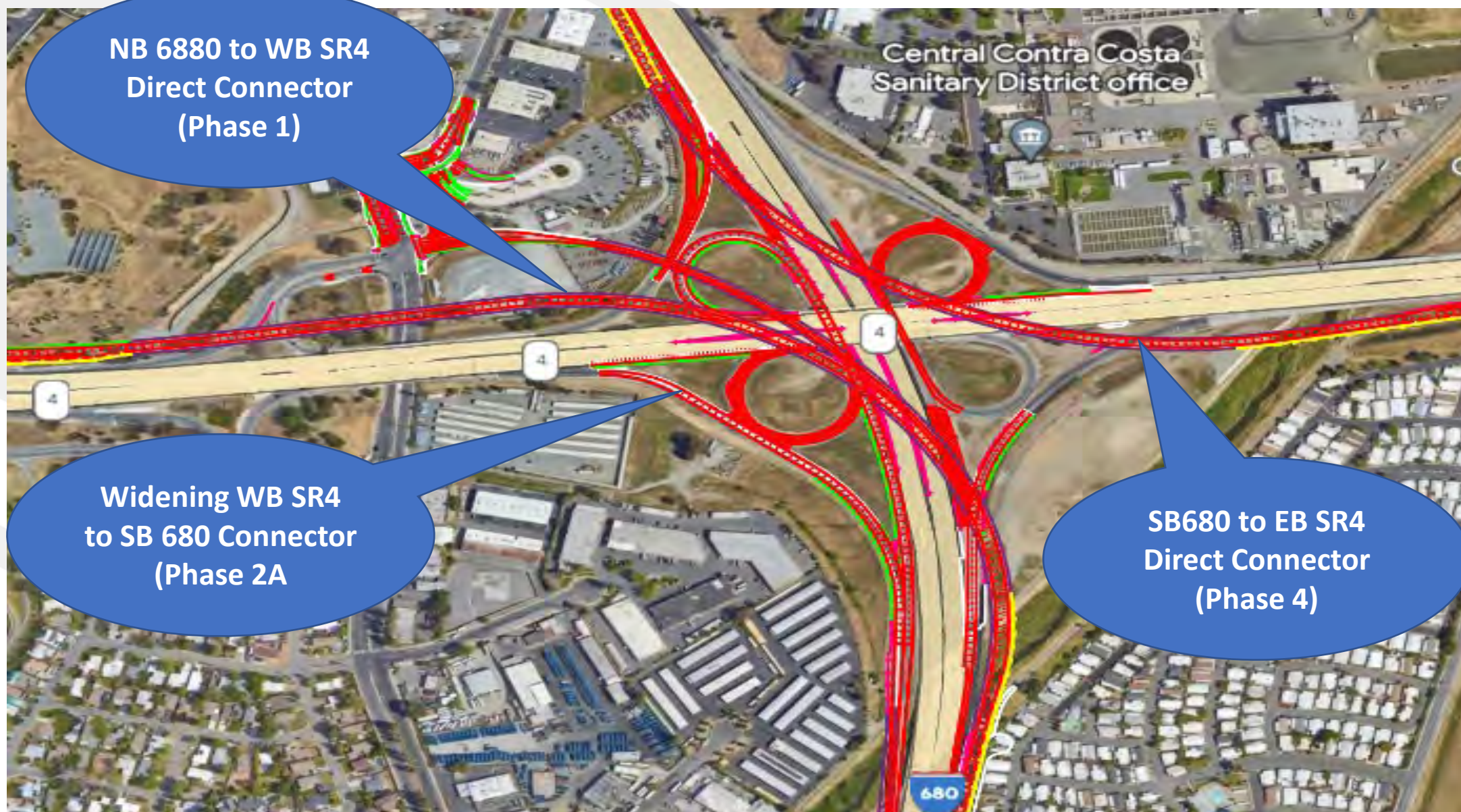
# Purpose of the Project

- Improve operational efficiency of the I-680/SR 4 Interchange and reduce traffic congestion and delays
- Improve safety by eliminating short weaving and merging sections
- Provide direct local access between I-680 and Pacheco Boulevard
- Accommodate existing and planned growth in travel demand within these segments of I-680 and SR 4
- Project is expected to decrease overall travel time and vehicle delay, and improve speeds through the corridor.
- Ramp widening and ramp metering would alleviate existing queue spillback to the mainline segments



# Background

- IS/EA (ND/FONSI) approved November 2008 (Project Approval February 2009)
- 5 Phases of Construction
- Independent utility and logical termini
- Implement each phase as funding becomes available
- Phase 3 (SR 4 Widening) - complete construction Fall 2021
- Next Phase Feasibility Study completed December 2019
  - ✓ Investigated 5 scenarios to construct remaining phases
  - ✓ Phases 1, 2A and 4 (combined) – greatest operational benefit
  - ✓ Funds allocated for Design Phase for Phases 1 and 2A.
  - ✓ Approval of Phase 4 in RTP October 2021
  - ✓ Approval of Phase 4 in TCEP funding (CTC - March 2022)



**NB 6880 to WB SR4  
Direct Connector  
(Phase 1)**

**Widening WB SR4  
to SB 680 Connector  
(Phase 2A)**

**SB680 to EB SR4  
Direct Connector  
(Phase 4)**



## Interchange Rendering



# Schedule

CCTA Initiate Final Design Phase	July 2021
Approve Revalidation	May 2023
Complete Design	June 2024
ROW Cert	Oct 2024 (tentative)
Permits	April 2024
RTL	Nov 2024 (tentative)
Begin Construction	TBD



## Traffic Change in Systemwide Vehicle-Hours of Delay

Study Period	No Project Vehicle-Hours of Delay	Plus Project Vehicle-Hours of Delay	Do Vehicle-Hours of Delay decrease? (Yes/No)
Year 2030 – Opening Year			
AM	24,600	23,900	Yes
PM	1,300	1,300	No Change
Year 2050 – Design Year			
AM	33,300	31,400	Yes
PM	8,400	7,400	Yes

Vehicle-Hours of Delay (VHD) is measured in hours and represents the combined delay of all origin-destination pairs, i.e., mainlines, entry and exit points, all on- and off-ramps, and intersections in the study network.  
Source: Fehr & Peers, February 2023

## Change in Maximum Individual Delay for Drivers Using Study Corridors

Route	Study Period	No Project Maximum Delay	Plus Project Maximum Delay	Does mainline driver maximum individual delay decrease? (Yes/No)
<b>Year 2030 – Opening Year</b>				
Northbound I-680	AM	0.0	0.0	No Change
	PM	0.0	0.0	No Change
Southbound I-680	AM	6.6	6.8	No
	PM	0.0	0.0	No Change
Westbound SR-4	AM	6.2	5.7	Yes
	PM	0.0	0.0	No Change
Eastbound SR-4	AM	23.9	15.5	Yes
	PM	0.0	0.0	No Change
<b>Year 2050 – Design Year</b>				
Northbound I-680	AM	4.1	0.0	Yes
	PM	0.8	0.0	Yes
Southbound I-680	AM	7.3	7.9	No
	PM	3.7	3.7	No Change
Westbound SR-4	AM	9.5	6.5	Yes
	PM	0.0	0.0	No Change
Eastbound SR-4	AM	55.3	31.5	Yes
	PM	6.3	5.8	Yes

# Summary

## ***Not a project of Air Quality Concern***

- Not a new or expanded highway project
- No additional lanes on I-680 or SR 4
- No added vehicular capacity
- No change in traffic volume or truck percentages on I-680 and SR 4
- Traffic delay would improve compared to No Build
- No project changes to land use that would affect diesel traffic percentage

40 CFR 93.126 Exempt Projects List						
County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
MRN	MRN190001	GGBHTD	Golden Gate Ferry: New Vessel	Golden Gate Bridge, Highway and Transit District : 1 vehicle : Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet



**Air Quality Conformity Task Force  
Summary Meeting Notes  
February 23, 2023**

Participants:

Rodney Tavitias – Caltrans  
Abhijit Bagde – Caltrans  
Michael Dorantes – EPA  
Emma Maggioncalda – Caltrans  
Cidney Chiu – Caltrans  
John Saelee – MTC  
Patrick Pittenger – FHWA  
Jacqueline Kahrs – Caltrans  
James Zandian – GHD

Erika Vaca – Caltrans  
Stephanie Whitmore – WSP  
Andrea Gordon – BAAQMD  
Elizabeth Schwing – WSP  
Adam Crenshaw – MTC  
Harold Brazil – MTC  
Karishma Becha – Caltrans  
Erika Espinosa Araiza – Caltrans

**1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:35 am.

**2. PM<sub>2.5</sub> Project Conformity Interagency Consultation**

**a. Consultation to Determine Project of Air Quality Concern Status**

**i. State Route 29 (SR-29) Improvements at Rutherford and Oakville Intersections Project**

Elizabeth Schwing (WSP) began the presentation for the State Route 29 Improvements at Rutherford and Oakville Intersections project by identifying the project location which is a 2.2-mile segment of SR-29 in an unincorporated area of Napa County. Ms Schwing added that the project proposes the improvement of two intersections at:

- SR-29/Rutherford Road (SR-128) in the community of Rutherford (PM 24.59)
  - Improvements include – Traffic signal and/or other traffic calming measures
- SR-29/Oakville Cross Road in the community of Oakville (PM 22.72)
  - Improvements include – Single-lane roundabout

Ms. Schwing discussed the purpose of the project is to enhance safety and traffic operations at the intersections of SR-29 and Oakville Cross Road and SR-29 and Rutherford Road as to:

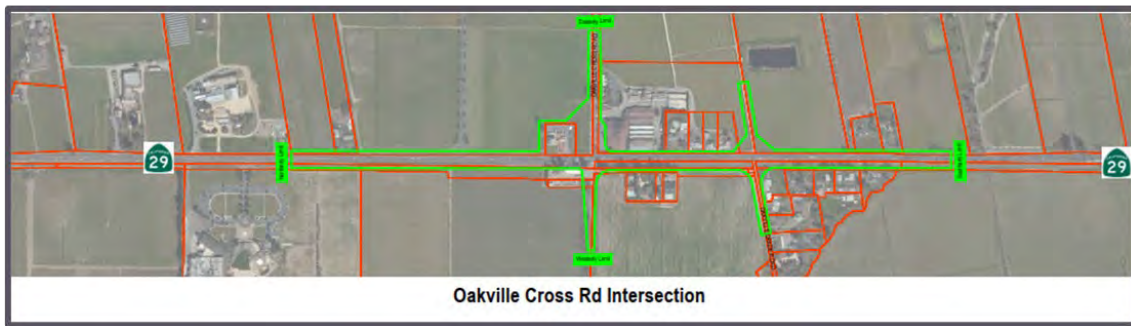
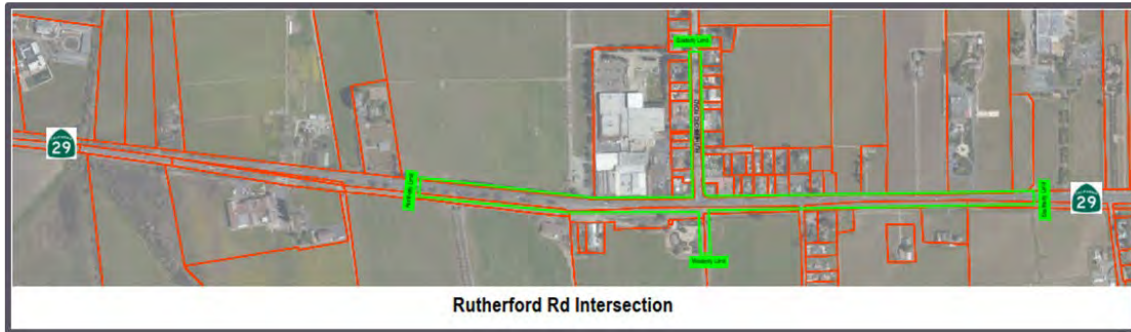
- Improve travel time and reduce delay for side streets accessing SR-29.
- Enhance traffic safety.
- Improve turning movements.

Ms. Schwing added that the needs of the State Route 29 Improvements at Rutherford and Oakville Intersections project include intersections under study have been experiencing poor traffic operation and a high number of collisions due to the lack of protected turning movements and:

- The number of collisions exceed statewide average for similar type of facility.

- Poor intersection operation occurs during peak and non-peak periods caused by high traffic volume.
- Lack of protected turning movements to allow for access to and from SR-29 due to insufficient gaps in traffic streaming.

## Project Area Limits at Each Intersection



Michael Dorantes (EPA) asked, for study area traffic data, to confirm that there is no/zero difference between the build and no build projected ADTs and Ms. Schwing concurred that the values were the same.

Harold Brazil (MTC) asked about weekend traffic data collected for the State Route 29 Improvements at Rutherford and Oakville Intersections project and Ms. Schwing indicated that the traffic data was available and could follow-up with the information.

**Final Determination:** With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the State Route 29 Improvements at Rutherford and Oakville Intersections project was not of air quality concern.

### **3. Projects with Regional Air Quality Conformity Concerns**

#### **a. Regional Conformity Status for New and Revised Projects**

Adam Crenshaw (MTC) stated MTC is proposing to add one bike and ped project to the TIP through a future amendment. Mr. Crenshaw asked if any Task Force members had any questions or comments and the members had none.

### **4. Consent Calendar**

#### **a. February 23, 2023 Air Quality Conformity Task Force Meeting Summary**

**Final Determination;** With input from all members, the Task Force concluded that the consent calendar was approved.

### **5. Other Items**

Patrick Pittenger (FHWA) noted the promotion of planner Jasmine Aman and will be responsible for MTC Task Force meetings after a transition period.

Adam Crenshaw (MTC) provided an informational item from the OA management meeting he recently attended where there was discussion about the carbon reduction program and the programming process for that. Mr. Crenshaw added that right now, the projects need to be reviewed by Caltrans before they are included in the TIP.

Patrick Pittenger (FHWA) mentioned that any funds allocated to any urbanized area within the boundaries of a TMA or an MPO may be used anywhere within the boundaries of that MPO and there will be a regional competitive decision-making process similar to how the STP and CMAQ funding programs are conducted. Mr. Pittenger went on to say the funding eligibility for the carbon reduction program is a work in progress and the Task Force should stay tuned for updates.